

LEARNING TO SMILE.

One of the Hardest Things For the
Cynical to Do.
"The thing I found hardest to learn
in my business was to smile," said a
professional gymnast who did a very
clever specialty recently at one of the
local theaters. "I started out in acro-
batic work when I was only 15 years
old as one of a 'family' of five. My
instructor was Charles McDonald, an
old time circus performer and one of
the best of his day. While he was put-
ting me through my paces he was
continually yelling: 'Look pleasant!
Look pleasant!' And my main trouble
for years was in following that same
order."

"No matter how hard I tried I would
forget myself, and when I was doing
an extra hard turn I was certain to
make horrible faces, screw up my eyes
and grit my teeth. It took all the ef-
fect out of my act and must have
seemed very funny to the people in
the audience. Often, after performing
some difficult feat, I have been mortified
to bear a roar of laughter, and at
last I determined to either learn how
to smile or quit the business. I got
the knack at last, and now it has be-
come a sort of second nature."

"The point is a great deal more im-
portant than one would suppose. I
know an equilibrist, for instance, who
is very popular on the vaudeville cir-
cuit, not so much on account of the
difficulty of his act as the smiling ease
with which it is apparently done. You
would never suppose from his face that
he was making any special exer-
tion, and that of itself gives remark-
able grace and finish to his work."
"I am not the only one in the busi-
ness, however, who has found it hard
to smile at the right time. Almost ev-
ery ballet dancer, eccentric character
dancer and skit dancer has had trou-
ble on the same score. Most of them
finally acquire a horrible fixed grimace
that is supposed to be a smile, but has
no more suggestion of merriment than
a brick wall. It is produced by culti-
vating a certain set of muscles and
made to appear and disappear on the
principle of pulling a string."—New Or-
leans Times-Democrat.

MANAGING SMALL BOYS.

How Some Mothers Take All the
Spirit Out of Them.
"I am always made sorry when I
ride in the cars, through the shopping
districts particularly," said the woman
to a newspaper man, "to see the moth-
ers ill treat small boys. It is ethi-
cally cruel, but quite as distressing
as physical ill treatment might be, it
seems to me."

"I see poor little fellows of 7 and 8,
nice little boys who would be manly if
they were allowed to be, pushed into
that seat and out of it into another as
if they were so many little dummies.
They usually are very nearly that, for
seven or eight years of such pushing
and pulling is enough to take all the
spirit out of a small boy unless he
has unusual vigor of character."
"A boy of that age ought to be be-
ginning to look out for his mother and
finding seats for her. Occasionally a
sensible mother, who treats her boy
like a human being, is to be found, and
it is a pleasure to see the two together."
"The boy who is dragged around like
a little mule during the early part of
his life is apt to come to himself after
a time if he is not entirely ruined, and
then he is apt to be an opposite extreme,
is rude and self asserting, while he is try-
ing to establish an equilibrium, and the
mother can't imagine what the trouble is."—New York Times.

"Yep" or "Yup."
A curious American colloquialism,
of which I have seen many ad-
vertisements, writes William Archer in Fall
Mail Gazette, is the substitution of
"yep" or "yup" for "yes" and of
"yep" for "no." No doubt we have
in England the coster's "yus," but one
hears even educated Americans now
and then using "yep" or some other
corruption of "yes," scarcely to be in-
dicated by the ordinary colloquial
symbols. It seems to me a pity.
Educated Americans, too, will often
say "somewheres" and "long ways."
I have little doubt that this "is" has
a grammatical history of its own. Prob-
ably it is an old case ending, just as
"he goes out nights," on which Mr.
Andrew Lang is so severe, is a sur-
vival of the "nights" which Shake-
speare puts in the mouth of Juliet Cap-
ulet ("Black-headed men and such as
sleep 'nights").
At the same time, as "somewheres"
has become irremediably a vulgarism
in England, it would, I think, be a
graceful concession on the part of ed-
ucated Americans to drop the "s." Af-
ter all, "somewhere" does not jar in
America, and "somewheres" very
distinctly jars in England.

The Limit.
"Put your tongue out," said the doc-
tor to 4-year-old Gilbert.
Little Gilbert protruded the tip of
his tongue.
"No, no; put it right out," said the
doctor.
The little fellow shook his head
weakly, and the tears gushed in his
eyes.
"I can't, doctor," he ventured at last.
"It's fastened on to me."

Reading.
Read not much at a time, but meditate
as much as your time and capacity
and disposition will give you leave,
ever remembering that little reading
and much thinking, little speaking and
much hearing, is the best way to be-
come wise.

Golden.
Judge—Was the stolen jewelry gold
or silver? Well, why don't you an-
swer?
Prisoner—Don't you know, Judge,
what silence is?—Filigree Blatter.

Son of an Ohio Merchant Cured of
Chronic Diarrhoea.
My son has been troubled for years
with chronic diarrhoea. Some time
ago I persuaded him to take some of
Chamberlain's Colic, Cholera and
Diarrhoea Remedy. After using two
bottles of the 25-cent size he was cured.
I give this testimonial, hoping some-
one similarly afflicted may read it and
be benefited.—Thomas O. Bower, Glen-
wood, O. For sale by M. M. Lewis,
Druggist.

Contractors.
GEORGE W. WROTEN,
BUILDER AND CONTRACTOR.
Will furnish Plans and Specifications; will
contract for erecting all classes of
Buildings; furnish hands by the day
and superintend the work
in town or country.
CHAS. REYNOLDS

A. MASON GARNER,
Contractor and Builder,
Princess Anne St., Opposite Tyler's Foundry
Guarantees all work in his line to be done
promptly and in a first-class manner at
reasonable prices.

Railroads.
Potomac, Fredericksburg
AND POTOMAC RAILROAD
Schedule for 1899.

No. 1.	LY.	ARR.	No. 2.	LY.	ARR.
8:00 a.m.	Fredericksburg	8:15 p.m.	8:00 a.m.	Fredericksburg	8:15 p.m.
8:15 a.m.	Walter	8:30 p.m.	8:15 a.m.	Walter	8:30 p.m.
8:30 a.m.	Walter	8:45 p.m.	8:30 a.m.	Walter	8:45 p.m.
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10:45 a.m.	Fredericksburg	11:00 p.m.	10:45 a.m.	Fredericksburg	11:00 p.m.

Connections at Fredericksburg with R. F. & P. R. and Western Steamboat Co. At Orange with Southern and Chesapeake & Ohio R. R.

The only line to the Chesapeake and the
Washington and Annapolis.
Eastern Standard Time. Daily except Sun-
day. W. H. RICHARDS, Gen'l Manager.
Train No. 1 leaves Orange the 1st Monday
in each month at 3 p.m.

C. & O. To Hot Springs.
CINCINNATI, LOUISVILLE, CHICAGO
ST. LOUIS AND THE WEST.
THE SHORTEST AND QUICKEST ROUTE TO
THE WEST.

The most direct and popular route to
Old Point and Norfolk.
TRAINS LEAVE DOWELL, VA.
Oct. 24, 1899.

No. 1. No. 2. No. 3. No. 4.
Lv. Dowell... 11:17 A. 8:12 P. 11:35 P.
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Ar. Clifton Forge... 4:45 P. 5:45 P. 10:05 P.
Ar. Staunton... 6:00 P. 7:00 P. 11:20 P.
Ar. Clifton Forge... 7:15 P. 8:15 P. 12:35 A.
Ar. Staunton... 8:30 P. 9:30 P. 1:50 A.
Ar. Clifton Forge... 9:45 P. 10:45 P. 3:05 A.
Ar. Staunton... 11:00 P. 12:00 P. 4:20 A.
Ar. Clifton Forge... 12:15 A. 1:15 A. 5:35 A.
Ar. Staunton... 1:30 A. 2:30 A. 6:50 A.
Ar. Clifton Forge... 2:45 A. 3:45 A. 8:05 A.
Ar. Staunton... 4:00 A. 5:00 A. 9:20 A.
Ar. Clifton Forge... 5:15 A. 6:15 A. 10:35 A.
Ar. Staunton... 6:30 A. 7:30 A. 11:50 A.
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Ar. Staunton... 8:30 P. 9:30 P. 1:5